

INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

~~SECRET//NOFORN~~

REPORT

DATE DISTR. 1 March 1954
50X1-HUM

NO. OF PAGES 3

REQUIREMENT NO. RD-1

REFERENCES 50X1-HUM

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

50X1-HUM

1. The Constanta airfield extends northwest and southeast 1.5 kilometers north-west of Constanta and a little south of Lake Siut Ghiol. The airfield is approximately 2,000 by 1,200 meters in area. The southern area is dry meadow, the northern part drained. On the northeast the airfield joins the hydroplane harbor on Lake Siut Ghiol. The airfield, hydroplane base, and the connecting corridor are surrounded by a heavy barbed wire fence. The two installations are connected by an asphalt street from the airfield directly to the harbor. Wind direction is usually northeast-southwest. In the summer there is relatively little wind on the airfield. The air approach is from the north side only. The Constanta area is strictly prohibited to planes not attached to local installations, and the antiaircraft defense opens fire on all planes approaching without permission.
2. Construction of the airfield was begun in 1949 on the location of the former Rumanian Marine airfield destroyed during the war. The concrete runway, completed in 1951, is 18 meters wide and extends the entire length of the airfield. It is connected with the hangars by two rolled and two concrete strips, and the entire field is enclosed by an elliptical rolled runway about 10 meters wide, from which the ends of the take-off runway can be approached.
3. On the western side of the airfield are six concrete hangars about 80 by 50 meters each in area; the last two of these, at the northwest end, are used as assembly hangars and are set back slightly from the field. Directly behind the first four hangars is a one-story building of offices and workshops. Behind the assembly hangars is a two-story building with offices on the first floor and material storerooms on the second. At the southwest corner of the field, in a line with the hangars, is the flat-roofed command office of two stories equipped with a glass control tower. In the northwest corner of the field is a two-story school building 70 by 20 meters in area, with a glass

SECRET

STATE	X	ARMY #	X	NAVY	X	AIR EV	#X	FBI		AEC					50X1-HUM
-------	---	--------	---	------	---	--------	----	-----	--	-----	--	--	--	--	----------

(Note: Washington Distribution Indicated By "X", Field Distribution By "#".)

SECRET

- 2 -

50X1-HUM

wall on the side toward the field. In the second story is the officers' club. The barracks, located west of the field close to the highway, are still under construction. When completed, they will include 12 three-story and two two-story barracks, or command buildings, and four rows of garages. At present, eight three-story buildings, one two-story building and three rows of garages are in usable condition.

4. The hydroplane harbor adjoining the airfield at the northeast end lies within a U-shaped mole of concrete and stone. Three steel hangars covered with corrugated sheet iron and aluminum plates are built over the water. In the harbor are eight movable pontoon-type take-off runways. A command building and a one-story watch building are located in the area.
5. The meteorological station, located in a flat-roofed one-story building between the northeastern corner of the airfield and the hydroplane harbor, serves both installations. The airfield's ultra-high-frequency radio station is situated in the glass tower of the command building, which is mounted by an umbrella-shaped radio antenna. Since the entire Constanta harbor area is covered by a single radar net, the airfield and hydroplane harbor are not equipped with radar, but they are allegedly protected by 8.5 cm. radar-directed antiaircraft guns of the Roboti (sic) system.
6. The airfield and the hydroplane harbor are both provided with central fuel dumps. The subterranean central fuel dump of the airfield, located near the southeastern corner, is composed of 10 concrete underground tanks protected by a three to four meter earthwork. Between the harbor and the railroad line and north of the harbor rail spur lies the harbor central fuel dump, a surface installation protected by an eight to 10 meter high coffin-like mound camouflaged with shrubs. This earthwork covers all the horizontally constructed concrete tanks, each of which has a fuel capacity of 12 railroad cars. Near both fuel dumps are automatic fuel pumps to empty tank cars. Each hangar is provided with a gas pump of three tank car capacity, equipped with a compression pump and connected with the central fuel dumps by a subterranean pipe system. Machines can be refueled as much as 80 to 100 meters from the gas pumps. In the hydroplane harbor are two similar gas pumps with inflexible pipes which can be lowered to reach the take-off floats.
7. The airfield munitions dump is composed of approximately four independent shafts excavated in the cliff west of the highway. Each shaft has a capacity of 10 to 15 cars of ammunition and is electrically cooled. A permanent guard is posted in a one-story building near the dump. Near the harbor but outside the barbed wire fence is the torpedo and mine dump of the harbor installation. Since supplies are always available from the navy arsenal in Constanta, the hydroplane harbor dump is small, consisting of three half-sunken stone buildings with wooden roofs separated by earthworks. The spare parts stores are located in the annexes to the hangars and in part of the garages near the barracks.
8. The airfield and the hydroplane harbor are garrisoned by units of the naval supporting air forces, which are, however, under the authority of the air force command instead of under naval authority. Commander of the airfield and the air forces is Colonel Vasile Nyvezsdan. [REDACTED] 50X1-HUM

9. Stationed on the airfield are the following units:

1 pursuit wing of two squadrons, with 35 pursuit planes of MIG 15/1952 type (full complement is 40 planes).

1 pursuit bomber wing of two squadrons, with 30 pursuit bombers of IL/C type (full complement is 32 planes).

1 long-range reconnaissance squadron with 12 two-motor reconnaissance planes of PS 2 type.

SECRET

SECRET

- 3 -

50X1-HUM

1 short-range reconnaissance squadron with 12 reconnaissance planes of ZAH1 22 type.

1 air service battalion comprising guard company, transport company, workshop company and communications company.

1 air technical battalion, which is the actual repair shop unit and the training unit for mechanics.

Stationed in the same barracks complex is an antiaircraft regiment with two divisions of three batteries each. Each battery has two 8.5 cm.guns. The regiment also has a communications company and an anti-aircraft machine gun company.

10. The following units are stationed at the hydroplane harbor:

1 torpedo squadron, with 12 torpedo hydroplanes of the old type HE 115, which are being replaced by Russian MTB (full complement is 16 planes).

1 pursuit hydroplane company, with 12-13 hydroplanes of YAK 11 type (full complement is 16 planes).

1 mine spotting and laying squadron, with an unknown number of planes of LI/2 type, without pontoons.

SECRET